

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

25X1

S-E-C-R-E-T

COUNTRY	USSR (Latvian SSR)	REPORT	
SUBJECT	1. Observations in Riga Harbor 2. Soviet Merchant Vessels Observed in Riga Harbor	DATE DISTR.	9 May 1954 <sup>25X1</sup>
DATE OF INFO.		NO. OF PAGES	2
PLACE ACQUIRED		REQUIREMENT	
	This is UNEVALUATED Information	REFERENCES	

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

25X1

1. In late September 1954, it was learned that the harbor pilots' office for Riga was located in Riga and not in Daugavgriva or Muehlengraben. Pilots must be summoned from Riga by radio. Pilots come on tugboats to the ships which wait at the leading buoys, and it was observed that three border guards accompany the pilots. By order of Riga port authorities, all cameras and binoculars must be placed under lock and seal while ships are in Riga.
2. The Inflat office in Riga has headquarters in a house at the intersection of Eksporta iela and Fabriciusa laukums. Since August 1954, Aleksandr Tsorapov, a Russian, who formerly was known to be Inflat manager in Riga, was only deputy manager. Since that day another man, who, according to his own statements, had previously held a position in Murmansk has been appointed in charge of the Inflat office in Riga. This man had attended a three-months' course in Moscow. The personnel of the Riga office consisted of three water clerks, two of whom were Latvians and one a Russian, and one girl secretary. The way from the export harbor to the office of Inflat was along Eksporta iela as far as Fabriciusa laukums corner. Street car lines 3 and 5 pass along Eksporta iela. Inflat's office was located in a five-story building carrying a large, 1 by 0.5 meter, blue signboard on the right side of the entrance door, which bore the inscription (in Latin and Cyrillic letters): "Janus Kara Kommandantura". At the side of the signboard was a white flag with a narrow blue stripe at the lower edge, as in the naval ensign, and a red hammer-and-sickle emblem surmounted by a star in the first canton. An information office with a porter was on the left side and a signboard indicating the firm office in the building was on the right side. The Inflat office was on the second floor, and it was impossible to identify the other offices in the building, in particular the komendatura. A stevedore firm had offices in the fifth story.

25X1

25X1

S-E-C-R-E-T

STATE	X	ARMY	#X	NAVY	#X	AIR	#X	FBI		AEC			
-------	---	------	----	------	----	-----	----	-----	--	-----	--	--	--

25X1

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

S-E-C-R-E-T

25X1

-2-

Vodnyy Transport , the

25X1

shipping periodical containing almost all movements of the Soviet merchant fleet, was seen in the office.

3. The unloading of cargoes, which was quite satisfactory in late September because of employment of numerous longshoremen, fell off rapidly during the first days of October and a shortage of workers also gradually set in.

25X1

the contents of the messages seemed to be of exclusive baiting, because the attitude of the longshoremen working aboard ships grew entirely repulsive to foreign crews. While a total of not less than 760 tons was unloaded from one ship on one day, the unloading of 3,240 tons from the same ship took eight full days. The captain's incessant protests against the slow unloading were of no avail. Statements to the effect that there was a serious shortage of longshoremen were refuted as being inconsistent with the fact that men between 18 and 40 years of age and wearing civilian clothes underwent military drill in the nearby park in the morning and afternoon hours. The stiff search of ships on completion of the unloading operations as well as before the departure was undoubtedly the result of this baiting campaign.

4. On 29 September, the Soviet ships moored in the Export Harbor included M/S NIKOLAI NEKRASOV, a new vessel of 1,712 GRT, and S/S STRELNA, 1,945 GRT, berthed at the coaling pier. AT 0730 on 3 October, Soviet M/S DRUZHBА put into port with cargo. She was an ultra-modern ship of about 800 GRT,

At 1600 on 7 October, S/S NOVOSIBIRSK, carrying 3,000 tons of salted herring, arrived from Iceland. On 8 October, Soviet S/S GENERAL CHERNYAKHOVSKIY, 6,100 GRT, was seen berthed at the export quay. Three medium-sized Soviet freighters, were moored in Andrejosta.. A longshoreman stated that they have been laid up there for a comparatively long time.

25X1

25X1

25X1

S-E-C-R-E-T